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Hongkong Daily Press.

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Hongkong, 10th June 1903.

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Hongkong, 31st October, 1902.

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AND

CANTON HOTELS.

A LITTLE CHANGE.

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Cable Address—"BOAVISTA".

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THE MANAGER

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SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

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This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

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Less old than the above.

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A fine, full, and fruity wine.

IMPERIAL BRANDY
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11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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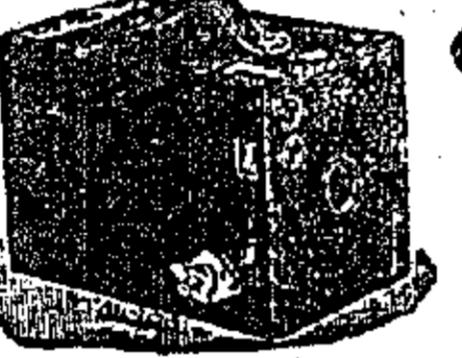
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DR. JAEGER'S DRESSING GOWNS, TRAVELLING RUGS,

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SILK HANDKERCHIEFS,

SILK MUFFLERS,

TRUNKS, KIT BAGS, &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 6th January, 1905.

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FURNITURE, SUNDRYS & PHOTOGRAPHIC GOODS

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"PRIMUS" CAMERAS & ACCESSORIES.

ILFORD PLATES & PAPERS.

"PRIMUS" DEVELOPERS & CHEMICALS.

PRINTING & DEVELOPING UNDERTAKEN.

IMPORTANT NOTICE.

M. R. B. BUTTONJEE begs to announce that his Bakery in Kowloon being Burnt Down, he has hired another in a healthy part of the town

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

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VERY OLD LIQUEUR

SCOTCH
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VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

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A. S. WATSON & CO.
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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.HONGKONG OFFICE: 14, DESVRES ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, JANUARY 6TH, 1905.

We notice that a correspondent in one of our evening contemporaries thinks the Government remiss in not doing something for the "beachcombers." To quote him correctly, he thinks it "strange that the Government of a Colony whose wealth shows a continual increase cannot provide the funds to relieve the few men occasionally stranded in Hongkong." We think the Government has already done all that can be expected, in providing its House of Detention; and that a more sustained study of the problem of the unemployed would persuade the tender-hearted letter writer to a like opinion. In the Far East, the "beachcomber" is one of the most conspicuous figures. Wherever there is a foreign community, with the need of preserving the prestige of the foreigner in the eyes of the native, the "beachcomber" is sure to be. The reason is that Far Eastern communities, with that same prestige as their particular care, have all along indulged in such promiscuous eleemosynary givings that they have unwittingly advertised the Far East as a place where a tired man may find rest from his labours, without having to starve in the meantime. One of the most typical of these idle or shiftless characters recently boasted that Shanghai was a place where he was always sure of a square meal. In Shanghai the people are just as foolishly generous as are our Hongkong sentimentalists; but so far, we have heard of no demand that the Municipal Council should found a coddling establishment for the invertebrate waifs who stray thither from time to time. The community of Shanghai

is strongly opposed to communalism, or that form of socialism known as municipal trading; and perhaps they recognise that if it be unfair for the governing authority to cater in that way to the industrious members of the community, it is also unfair to usurp the functions of private philanthropy.

It is difficult, says the *Idler*, to imagine the extent of the disaster which would ensue if one-half of the Russian navy should unexpectedly meet the other on a dark night. A book-keeper who was recently dismissed by the Osaka Cotton Spinning Company, by whom he had been employed many years, has been arrested on a charge of misappropriating about 500,000 yen belonging to the Company.

The ss. *Anapa* arrived from Philadelphia yesterday, with 4,800 tons of case oil for the Standard Oil Company. While she was voyaging through the Mediterranean, the oil in the main hold caught fire. Capt. William put the conflagration out by flooding the hold. The cargo suffered to a considerable extent, but the vessel escaped damage.

This (Friday) afternoon the Hongkong Football Association Club will play the West Kents Football Club at Happy Valley. Kick-off at 4.5 p.m. The following will play for the H.K.F.C.:—H. F. Kew, goal; G. E. Morrell and F. Grone, backs; H. C. Gray, Lieut. G. B. Macdonald, and R. Macpherson, halves; T. Clarke, R. Henderson, W. H. Williams (capt.), J. Clark, and C. Humphreys, forwards.

The following will represent the Hongkong Hockey Club in a match with H.M.S. *Hogue* this afternoon, on the Club Ground at 4.30 p.m., the Club to play in white: Goal, C. A. Denman; backs, Eng.-Lt. Pilkington, R. N.; and T. C. Gray; halves, P. K. Kayrett, C. P. Chater (capt.), and Lt. Wilson, R.N.; forwards, H. G. C. Bailey, R. F. C. Master, A. B. Ogle, R.E., A. B. De Vouille, R.N., and W. W. G. Ross.

Six Indian constables were being sworn in by Mr. F. A. Hazeland at the Police Court yesterday morning. The interpreter was asking the usual list of questions: On inquiring of one of the Indians "Are you married?" His Worship was surprised to hear the reply—"Yes, small marriage." "What do you mean by that?" he asked, through the interpreter. "Engaged," answered the Indian. His Worship smiled.

By kind permission of Major Radcliff and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 6th January, 1905 (weather permitting):—

March..... "The Diamond Jubilee" Ord Hume
Overture..... "The Bohemian Girl"..... Balfe
Selection..... "L'Elbre"..... Apolloni
Song..... "Ständchen"..... Schubert
Selection..... "Three Little Maids"..... Rubens
Waltz..... "Mon Secret"..... Costa
Lancers..... "God Save the King"..... Coote

MENU:—Hors D'OEUVRES—Sliced Cucumbers, Tomatoes, and Lettuces. Red Fish on Toast. Soups—Macaroni and Tomato, Green Peas and Custard. Fish—Boiled Fish in Egg 5 aces. Entrees—Briquet of Chicken Larded, Mutton Cutlets and Potato Chips, Quail on Aperitif. Jointe—Boat Sirloin of Beef, Roast Turkey, Cold York Ham. Curry—Curry Lobster and Rice. Salad—Scotch Salad. Vegetables—Boiled Potatoes, Fried Potato Balls, Baked Tomatoes, and Sweet Corn. Sweets—Chocolate Pudding, Cake Assorted, Strawberry Ice Cream, Finger Cakes. Fruits in Season. Tea and Coffee.

HONGKONG VOLUNTEER RESERVES.

King's Park Range, Kowloon, will be available for the rifle practice of members of the Hongkong Volunteer Reserve Association tomorrow (Saturday), and on Saturday, the 21st inst., from two to four o'clock in the afternoon. Rifles and cartridges can be obtained on the range.

The names of those scoring over thirty at the recent practice (on the 2nd and 3rd inst.) are as follows:—Messrs. Cameron Allan, C. W. Brett, E. J. Grist, H. W. Slade, M. W. Slade, A. McKenzie, F. B. L. Bowley, J. Douglas, W. A. Farrell, F. Fisher, C. D. Wilkinson, N. J. Stabb, C. B. Buyers, E. A. Hewett, Hon. Capt. Barnes-Lawrence (R.N.), G. A. Hastings, Wm. Goodfellow, L. S. Lewis, H. Pinckney, A. Brown, E. Dougherty, W. H. T. Davis, Dr. Koch, C. R. Scott, G. H. May, Dr. Atkinson, F. Maitland, J. Hawkin, J. Owen Hughes, Rev. C. H. Hickling, R. E. G. Bird, H. Sykes, H. J. Gompertz and E. A. Irving.

KOWLOON NOTES.

THE NEW STEAM LAUNDRY.

Everything is ready for commencing the building of the new steam laundry near the fumigating station, between Yau Ma Tei and Kowloon City. Lin Wo (of the Hop Yik) is the contractor, and Messrs. Leigh and Orange the architects. It will be a large concern.

RECLAMATION WORK.

The reclamation work at the extremity of the Peninsula is progressing favourably. Another hundred yards or so in an easterly direction towards Blackhead's Pier is now being attended to. The mound at the back of the Glass Works is being gradually removed.

FILLING IN WATER HOLES.

Some filthy waterholes at Hunghom, just before arriving at the Kowloon Docks, are being filled in, and the ground, when level, should be a valuable building site. Earth for this purpose is being taken by a light railway from the hills behind Inland Lots Nos. 222 and 223.

THE NEW ROAD.

The new road from the back of Hunghom to Yammati is almost finished. It will, amongst other things, make a fine carriage-drive through King's Park. It is the finest road in the Colony, and is a credit alike to those who made it and to Kowloon. A line of telephone poles runs along the centre of the road. All the turf on the left, near the Barracks, has been laid.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following:

On the 5th at 11.55 a.m. The barometer has risen slightly in Japan, but has fallen at all other stations, particularly in the interior of China.

Gradients are very slight on the eastern

TELEGRAMS.

["DAILY PRESS" SERVICE.]

SINGAPORE DOCKS.

"LONDON, 4th January.

It is officially announced that the Straits Government is expropriating Tanjong Pagar Docks.

[We published a telegram from our Singapore correspondent on December 21st reporting that the Dock Company had received notice of this. Terms were to be mutually arranged.—EN.]

MOUNT ST. PHILIP'S MUNICIPALITY.

"LONDON, 4th January.

Baron Mount Stephen has given a donation of £200,000 to the King's Hospital Fund.

[Baron Mount Stephen is the first Baron of that title. He is a son of William Stephen, Esq. of Montreal, and was formerly president of the Canadian Pacific Railway. His home is at Quebec, but he has a town house and a place at Hatfield, Herts. He was created Baron in 1891.—EN.]

GENERAL PRINCE MIRSKY RESIGNED.

"LONDON, 4th January.

Prince Sviatopolk-Mirsky, successor to the assassinated Von Plehve, has already resigned the post of Minister of the Interior. He is disappointed at the hollow nature of the "reform" promises of his Imperial master.

£5,000 COMPENSATION.

"LONDON, 4th January.

The British Treasury has offered Mr. Adolf Beck £5,000 as compensation for his wrongful imprisonment.

"Delivered on the 5th.

THE WAR.

BY COURTESY OF THE JAPANESE CONSUL

PORT ARTHUR'S SAD STATE.

20,000 SICK AND WOUNDED.

TOKYO, 4th January.

The Port Arthur Army reports that order was maintained in the town. The population is estimated at 10,000 civilians and 25,000 combatants, whereof 20,000 are sick and wounded. There are some provisions, but sanitary materials are exhausted. The Japanese are busy giving aid.

LATER.

General Nogi reports that Itsubushan and other forts were delivered to us at 1.30 p.m. as guarantee of capitulation.

[REUTER'S SERVICE.]

THE RUSSIAN BALTIC FLEET.

LONDON, 3rd January.

Admiral Rozhestvensky's squadron anchored yesterday at Santa Maria in Madagascar. All the ships are in excellent condition in spite of violent storms encountered after leaving the Cape.

Hearing continues.

THE FALL OF PORT ARTHUR.

LONDON, 3rd January.

There is a consensus of opinion in diplomatic circles that the fall of Port Arthur will only prove a fresh incentive to renew the struggle in the most vigorous manner; that Russia will not spare her efforts to recapture the fortress or compel submission indirectly; the only reservation is the internal condition of Russia, which is a dominant factor in the situation.

LATER.

All comment in Europe and America agree that the fall of Port Arthur concludes a military drama which for the valour and the achievement of the victors, and the heroism and devotion of the vanquished stands unparalleled in warfare. There is a consensus of opinion that the war will continue unabated. The fall of the fortress is not known to the public in St. Petersburg; hitherto it has only been known to the official world and restricted private circles.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following:

On the 5th at 11.55 a.m. The barometer has risen slightly in Japan, but has fallen at all other stations, particularly in the interior of China.

Gradients are very slight on the eastern coast of China, the monsoon for the present being quite interrupted; light variable winds may be expected over the whole of that area. There is a moderate gradient to the southward and moderate E. to N.E. winds may be expected in the northern part of the China Sea.

Forecast:—Light E. winds, fine.

STEAM LAUNCH "WING LOI" IN COLLISION.

COXSWAIN CHARGED WITH MANSLAUGHTER.

A BRAVE DOCTOR.

At the Magistracy yesterday morning Mr. H. H. J. Gompertz held an inquiry touching the death of a Chinese child, Fung Su, and a Chinese adult, Wong Tung Tsui, who met their deaths as the result of a collision between the steam launch *Wing Lai* and a sampan. The coxswain of the launch was indicted on a charge of manslaughter. Mr. Basil Taylor (Assistant Harbour Master) sat on the Bench with the Coroner. The jury empanelled were:—Messrs. A. R. Fullerton (foreman), A. F. Osmund and Thos. Blair. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) represented the owners of the launch. The first witness was Dr. Macfarlane who, after making post-mortem examinations of the bodies, found the cause of death was due to asphyxia caused by drowning.

Dr. Forster, Assistant Health Officer of the port, said:—I was on duty in the harbour on the afternoon of 28th December last, and noticed that a collision had occurred between a launch and a sampan. On nearing the sampan I was told that two children were imprisoned under the deck. By the time we arrived at the sampan I had my clothes off, and jumped into the water. I broke away part of the boat to get underneath. It was cracked in the collision. The children appeared to be wedged underneath by the woodwork. The younger child was tied to the elder's back. Eventually I got the two children on to my launch. On examination I found the younger was dead. The elder I eventually resuscitated. I also attended the first child picked out of the water. I then steamed back to the *Telamachus*, taking my two patients on board and leaving the dead child on the launch. I left the children in charge of the second officer and went on with my work.

The Coroner reminded the jury, when giving their finding, that they might make some mention of the services of this witness. One child owed its life to the Doctor, and it was usual for the jury to make a recognition which could be sent through the proper channel to the Royal Humane Society.

Fung Kam Tai, master of the sampan, said:—The collision occurred on the 28th December at about 3 p.m. I was at the stern of my boat when the steam launch *Wing Lai* ran her down. This was just off Jardine's wharf. I had been off to the *ss Holstein*. The *Wing Lai* was going in the same direction as I was. I saw her suddenly behind me. She was about three chung away from my boat. I had no time to get out of her way. My boat was under sail and oars. The wind was blowing from north to south. When I saw the launch I let go my helm, my boat turned, and the launch struck her on the starboard side. There was another launch towing a cargo boat on my starboard side. I let go my helm to get out of the way of the launch coming behind. I did not alter my course on account of the launch in tow. When I struck I had nine passengers on board; also my wife, myself and three children. I was steering when the boat was overturned. One of the passengers was drowned. The others were taken on board the *Wing Lai*. My wife and myself worked the boat. I do not consider my neglect was to blame for the collision.

Walter Cyril Weston, late second officer of the *ss Telamachus*, said:—I was on the deck of my ship when the collision occurred. I did not see the collision. What attracted my attention was Dr. Forster stripping and getting into the water. Accompanied by another officer I went across in the ship's sampan. I saw the Doctor dive under the sampan to get the youngsters out. There was considerable risk to himself. I consider it was entirely due to his assistance that the children were saved. We had the children on the launch before the sampan was righted.

John William Hanson, Chief Detective Inspector, deposed:—On 20th ult. I went to No. 151, Connaught Road West. I had several Police officers with me, also the first witness Han Tim, and his clansman Han Sui. I sent Han Tim and his clansman upstairs and waited below. I had given them certain instructions. After five minutes Han Tim came down stairs and I followed him up. I went into a room where I saw the first defendant seated at a table. Han Sui was seated on the corner of a Chinese settle with something in his hand. A Detective Sergeant who was with me asked him "What are you doing here?" Han Sui answered "Trying to get a naturalisation paper." As before, Messrs. M. W. Slade and H. G. Calthrop, instructed by Mr. J. Harston, appeared for the appellant; the Hon. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley (Crown Solicitor), for the Attorney-General.

Mr. Slade again addressed the Court on behalf of the appellant all day. In his opening remarks, previous to discussing translations in detail, he said:—When we rose I was about to deal with a passage from the rules of the Board of Revenue, which as translated contains the only direction that has been put forward that reclamation shall be made within a certain time—that is the only passage laid down stating that there is a time-limit for reclamation. The first comment I make with regard to that limit—water fields must be brought under cultivation within six years; dry fields within ten years—is that in the original document no words for "must be" occur.

In the afternoon the case was adjourned.

"The party of trade which leads, who shall say where?"

"To humble competence or to wealth and care."

"To means hard earned, to be as loosely spent but seldom to a higher goal than pelf."

"And few on that road open wider eye."

"Than grasps the vision of the trader's self."

"Or second self—kith, kin and progeny."

The case was remanded till Tuesday next,

CANTON.

[FROM OUR CORRESPONDENT]

4th January.

KWANGSI REBELLION QUALEED.
It is reported that His Excellency Shum, the Viceroy of Canton, having successfully quelled the rebellion in Kwangsi will soon return to Canton. On account of the frequent robberies here it is desirable that he should come back to deal particularly with more important affairs. Such is the message wired to him by the Cantonese officials in Peking.

FARMING TAXES.

Chew Sui Cheung and others of the wealthiest class in Canton having formed three companies under the names of Kung Yik, Po Leung, and Po On with a view to taking a monopoly of the various sundry taxes, have presented a petition to the Viceroy offering to pay to the Government fourteen millions five hundred and fifty thousand dollars for the privilege of taxing the people, and His Excellency the Viceroy Shum in rejecting such proposal, and in answer to the petition, says: "The amount the petitioners propose to the Government is really very great, and it is a great temptation; but the question is, whom is the money to come from? It must be robbed and squeezed from the people, which might cause a revolution, and which no civilized power would allow. For instance, the petitioners propose to tax the sailors the same as buying and selling wares in market. If we allow this, it would be letting loose hundreds and thousands of wolves and tigers in all the districts and towns of China to prey upon the people, which might bring on a revolution. As to taxing the brides and bridegrooms, concubines, and servant girls in China, we have no law that prohibits proper marriage, a husband from taking concubines, or buying or selling girls. For thousands of years our government have treated the people with indulgence and benevolence, and there should not be any special license or squeeze under these circumstances. As to taxing upon the prostitutes, brothels, and restaurants frequented by prostitutes, from the very ancient annals I cannot find any law that imposes such taxes upon this class of people. They are earning a shameful livelihood. If we were to take such ill-gotten money from them it would be infamous. As to taxing the actors, we have already taxed them; if we tax them more, say 20 per cent. upon their earnings, they will not be satisfied. As to taxation upon all mortgages and sales of houses, fields, and lands, and charge the purchaser five per cent. upon the purchase money on stamped paper, and then one-tenth four mace and four candareens on every hundred dollars upon change of new lease for every house annually, there being so many houses and lands in Kwang Tung, the amount would be too exorbitant, and the intermediary being in most cases gainer by the transaction, China would be in danger. Not long ago the people had their old leases changed for new ones, and if we were to change them again it would lead to vexatious complaints without end. As to taxation upon the joss-houses, ancestral temples, monasteries, and convents, they have been paying taxes for the maintenance of schools and colleges, and it would not be advisable to tax them more, because they are religious institutions. If we were to tax the public latrines, even the dirtiest of outhouses would ridicule us. As to the taxation of boats, we have had enough trouble, and if we tax them again it would lead to another fresh disturbance and obstruction of business. As to the proposal of the petitioners to place a certain limit upon the number of shops and houses in Canton, and to compel them to register themselves yearly upon payment of ten taels for each house, it is an abomination, for there is no law even in the Western countries to place restrictions upon commercial houses. Further, the petitioners promise to guarantee the shopkeepers and merchants against the blackmailing and attack of robbers, and in case there be any attack or robbery and the merchants suffer loss thereby, they will pay for the things lost. Is it not an absurdity? How much money have the petitioners to provide against such contingency? It is a slur upon our Government. As to taxation upon the gambling houses for the maintenance of police, we have already done so, and the opium dens have also contributed their mites monthly. As to the taxation upon houses, we have already done so, and it is improper to tax them twice over. As to the employment of one thousand braves, seven hundred cavalry, and building four men-of-war for the protection of commerce, it is equally absurd, for it interferes with the policy of Government. As the people of Canton are already labouring under the burden of heavy taxation it would be a shame to tax them more. It seems that your main object is to gain money, and if you were allowed to have power over the army and navy, it would be dangerous to our Government. It is true that the Government treasury is empty, and I am exceedingly distressed to find it so; but I must not allow you this opportunity to rob the people. I have received instructions from our Imperial Government not to impose any small vexatious taxation. You belong to the same race, and are descended from the same ancestors, and whenever any one of you makes any such scandalous proposal to catch the people in the net for your benefit you are sure to incur my ire and be censured publicly. So, under these circumstances, I have ordered the Board of Reorganization to put up a notification to publicly censure the petitioners."

SEVERE TREATMENT OF SIMPSON.
Five days ago a stupid kind of a man went straight into the reception room in the Viceroy's yamen, and the guards seeing him trespassing stopped him, and took him into the yamen of the Nam Hoi magistrate. At the trial for

trespass the Weiyuan asked him a few questions and he stood mute. The former ordered him to be flogged two hundred blows on the reaches and then he said his surname was Shum (same surname as the Viceroy). Asked again what province he belonged to, he said Kwangsi. Why he went into the Viceroy's yamen, he said he was looking for a countryman. Who was his countryman he did not answer. Thereupon the Weiyuan again ordered him to be flogged several hundred blows, and put him in gaol.

ECONOMIC CONVERSATIONS.

A Japanese Buddhist priest was preaching sometimes in the streets and sometimes in joss-houses, attracting a large audience, and had gained over many converts. Of late on account of the Chinese officials compelling the joss-houses, monasteries, and convents to pay taxes for the keeping of schools and colleges where pupils are taught in English and Chinese, a great number of priests have changed their religion, and joined that of Japan for protection.

TO CANE THE SCHOOLMASTER.

A certain Chinese by name Charles Wong, who has been to America, wears European dress, and has his queue cut off, is a teacher of English in several schools in Canton. One day as he was passing along in a mountain chair, the provincial governor had to pass too in a long train in an opposite direction. As customarily whenever a high official passes, the pedestrians have to stop and stand by until the procession passes, and then they walk on; if anyone rushed on towards the procession it is called Chwang Tao, and he may be arrested and punished by bambooing on the breeches. But in the present instance Charles did not stop his chair to let the gubernatorial procession pass, but went on in a "care for nobody" style. The governor being offended sent to ask who he was, and on learning that he was a schoolmaster by the uniform of his chair, ordered him to be arrested and bambooed; because he was obstructing the official way. When Charles knew it, he ran away from Canton.

THE TRAMS.

The Chinese are learning to keep out of the way of the trams now, and there is less danger from the alarm gongs. Considerable improvement is noticeable all round.

A regular service of cars to the Race Course has commenced, a pointsman being stationed at the junction near the Downing Canal to direct the cars off the main line. The cars return via Observation Place.

It seems a pity that a few special cars do not run right through from Hongkong to the Shaukiwan terminus, so as to give tourists a chance to see the whole route without changing at Causeway Bay. This is a very great inconvenience, particularly to strangers who cannot make themselves understood by Chinese. They have to alight at Causeway Bay and to wait perhaps ten or twenty minutes before there is a car to take them on.

A SAIL TO CANTON.

The cruising yacht *La Cigale* returned from Canton yesterday morning. She left Hongkong on New Year's Eve, with Messrs. E. M. Hazeland (the owner), M. McIver, J. Reidie and E. F. Gibson on board. A pleasant breeze carried them over the water to Shekwan which was reached at about nine o'clock that night, when the yacht was anchored. The journey was resumed at about half-past one in the morning, New Year's Day. There was a fair amount of wind as far as Tiger Island (Blake Light), but then it died away and left them almost at the mercy of the tide. Canton was reached at noon on Monday, the yacht having made an approach by the back reach.

The party visited the native city and saw the great fire.

La Cigale's prow was pointed homeward on Tuesday morning shortly before eleven o'clock. There being no wind a launch gave them a tow as far as Whampoa. Thence to Hongkong it was done by working the tides—anchoring when they were adverse and letting the boat drift when favourable. Some of the party, while the craft was at a standstill, went in search of snipe and quail in the paddy fields near Amhurst Light. It is said they got a big bag, and that "many other birds fell in the water." Looking much the better for the outing the sportsmen reached Hongkong early yesterday morning.

HOW THE JAPANESE FIGHT SHIPPING CHARGES.

It may interest English cotton-spinners to know that those very practical people the Japanese have already found a satisfactory solution of the problem which is still exercising ourselves, namely, the cheapening of the transport of raw cotton supplies and the control of the shipments by the spinners. Some half a million bales of Indian cotton are annually imported to Japan from Bombay for the use of the Japanese mills, and this cotton used to be shipped on the best terms as to sea freight which each individual shipper could make for himself. The consequence was that the P. & O. Line were able to charge as much as 40s. per ton freight. The Japanese importers therefore combined, and through the Japanese Cotton Spinners' Association invited tenders for the carriage of the whole of their imports from Bombay to Japan. The contract was taken by the Nippon Yensen Kaisha (Japanese Mail Steamship Company) at one-third of the rate formerly paid, or 13s. 4d. per ton, on condition that the traffic was confined to that line. This contract has been successfully carried out, and by arrangement with the Japanese Mail Steamship Company other lines of steamers, namely, the P. & O., the Florio Lubettino Company, and the Austrian Lloyd, share in the traffic. The Japanese Cotton Spinners' Association has for the past four years had an agent at Bombay who supervises the shipment of the cotton and allocates it amongst the various steamship lines. This agent, Mr. M. K. Tatsumi, is at present in Manchester, making a study of the conditions of the Lancashire cotton industry.—*British Trade Review*.

CORINTHIAN YACHT CLUB.

A general meeting of the Hongkong Corinthian Yacht Club was held at Gleaneys Building yesterday afternoon. There were present Dr. F. Clark (president), and Messrs. E. M. Hazeland, M. McIver, F. Howell, A. W. Hill, W. H. Donald, P. T. Lamble, H. Gladie, E. F. Gibson, J. Hund, W. Davidson and J. Reidie (Secretary).

THE RULES.

The general rules of the Club were as follows:

1. The Club shall be called The Hongkong Corinthian Yacht Club.

2. The Officers of the Club shall be a Commodore, a Vice-Commodore, a Treasurer, a Secretary, an Official Measurer, and four boat-owning members who shall form a Committee to manage the affairs of the Club. The Commodore shall be Chairman of the Committee and three members of the Committee shall form a quorum. In the event of an equality of votes, the Chairman shall have a casting vote.

3. The Officers of the Club shall be elected at an annual general meeting to be held in October of each year, and shall hold office until the next succeeding annual general meeting.

4. Candidates for election as members shall be proposed and seconded by members of the Club, and shall be elected by ballot at a meeting of the Committee convened for the purpose. Two black balls shall exclude.

The Club shall have power to expel any member by ballot at a general meeting to be specially called for the purpose.

5. Members shall pay an annual subscription of \$5 which shall be payable in advance on 1st of October of each year. Any member absent from the Colony for twelve consecutive months shall not be required to pay subscription for that year. If the subscription of any member shall be in arrear for a period exceeding six months his name shall be removed by the Committee from the list of members, but may be restored at the option of the Committee on payment of all arrears of subscription. No member whose subscription is in arrear shall be entitled to receive any prize or to vote at any meeting of the Club.

7. Boat owning members shall be further required to pay a registration fee of \$5 in return for which they shall receive, on first entering, a Club badge and a certificate of rating signed by the Official Measurer and by the Secretary. Every such certificate shall specify—Length on L. W. L., extreme beam, girth, sail area, weight of keel, number of crew, inside ballast (weight of and position of). The expense of hauling up boats for the purpose of these measurements shall be borne by the owner.

8. No boat shall be permitted to enter any race until a certificate of rating has been issued in accordance with the foregoing rule.

9. A boat owner may call for any boat to be remeasured, but should the measurements be materially altered from those on the certificate, the aforesaid boat owner shall pay a fine of \$5 to the Club fund, and also the cost of hauling up the boat for the purpose.

10. The boats owned by members of the Club shall be divided into two classes—One-design Class and a Cruiser Class. The present One-design Class shall hold good until March 31, 1909, and there shall be no time allowance between the boats built for this class. The Cruiser Class shall be raced separately from the One-design Class, and shall for this purpose be handicapped on their merits by the Committee.

11. The hull of the One-design Class shall be built to the plan which has been signed by the Commodore and the Official Measurer, and endorsed as such, and such duly signed plan shall remain in the custody of the Secretary. Any member of the Club may inspect the same and may have copies made at his own expense.

12. There shall be no restrictions as to the design of the sail in the One-design Class, but the total sail area shall not exceed 250 square feet. Inside ballast may not exceed 2 cwt. and the weight of the keel shall not exceed 340 lbs. The owners will inform the Official Measurer when the keel is cast and ready for weighing. The thickness of centre board shall not exceed 5/16 inch.

13. The rudder shall not be dropped lower than the level of the keel and the rudder plate shall not exceed 5 1/16 inch in thickness nor one and a half square feet in area.

14. Two members of the Committee shall be appointed to inspect boats during construction.

15. No boat in the One-design Class shall be raced with a greater crew on board than three persons.

16. Every boat entered for a race shall be the bona-fide property of a member of the Club, and shall be steered by a member of the Club.

17. Each boat while racing shall carry at its mainmasthead a rectangular distinguishing flag 9 by 6 in. which shall not be hauled down unless she gives up the race.

18. Each boat shall be given a registered number and such number be carried on each side of the mainsail at a distance of 15 feet above deck and four feet from mast measured at right angles, and 12 inches in length. Should any boat cross the line before the signal for the start has been made her registered number will be displayed as soon as possible and will be kept flying until she has re-crossed the line or given up the race.

19. Every yacht shall carry at least 2 life buoys on deck or cockpit ready for use.

20. Every alteration in hull, sails or spars shall be reported by the owner to the Secretary immediately such alteration has been made, and no boat shall be in any race subsequent to such alteration until she has been remeasured by the Official Measurer.

21. All protest, disputes and other matters relating to the sailing of any Club race shall be decided by the Committee, whose decision shall be final.

22. No alteration of these rules shall be made except at a general meeting convened for the purpose.

RACING RULES.

The racing rules were the same in effect as those of all Yacht Clubs.

Rule No. 2 read as follows—No paid hand shall join or leave a yacht after the first gun has been fired, or the Blue Peter hoisted, except in case of accident or injury to any person on board. There shall be no restriction as to friends working.

The last (No. 20) rule provided that should a flagrant breach of any of the rules be proved against the owner of a yacht, or against the owner's representative or amateur helmsman, such owner, his representative, or amateur helmsman may be disqualified by the Committee for any time the Committee may think fit from sailing the yacht in any race held under the rules of the Club.

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By Order.

A. A. CHICHESTER, Major,
Chief Staff Officer.

KODAK

FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

Hongkong, 27th December, 1904.

CONTRABAND TRADE WITH RUSSIA AND JAPAN.

The Glen Line steamer *Glenroy*, from London, &c., left Singapore this morning, and may be expected here on the 11th inst.The G.C.P.R. steamer *Empress of Japan* arrived at Vancouver on Wednesday, the 4th inst. at 2:30 p.m.The P. & O. steamer *Palma* left Singapore for this port on the 4th inst. at 11 p.m.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address: A.B.C., 5th Ed.
Liber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE IMPERIAL BANK OF CHINA HAVE This Day RESUMED CHARGE of the Hongkong Branch.
E. W. RUTTER,
Manager.
Hongkong, 6th January, 1905. 168

NOTICE.

THE INTEREST and RESPONSIBILITY of the late JAMES PARK WINGATE (Deceased), in our Firm ceased on 31st December, 1904.
TAIT & CO.
Amoy, 1st January, 1905. 169

NOTICE.

THE MEETING of the KOWLOON PIGEON CLUB advertised for the 4th has been POSTPONED till WEDNESDAY NEXT, the 11th inst., when it will be held at the KOWLOON HOTEL, at 9 P.M.
All Interested in Pigeons are invited. Particulars will be published after the meeting:
R. DAVID,
Hon. Secretary.
Hongkong, 5th January, 1905. 170

WANCHAI STORING CO.

FROM 1st January, 1905 we have CEASED to be AGENTS for the above Company.
SHEWAN, TOME'S & CO.
Hongkong, 6th January, 1905. 171

TO LET.

IN UPPER LEVEL, Good Locality, with a Quiet Family, ONE ROOM with a Dressing room and Bath-room adjoining, suitable for a Bachelor. Use of Gas and Latch-key. Can enter into arrangements if required furnished.
Apply, by letter, to— J. C.
Care of Daily Press Office.
Hongkong, 6th January, 1905. 172

IN das diestige Handelsregister ist zu der Firma WILHELM LAVY & CO. singulär worden:
Dem Kaufmann THEODER GRUPE in Canton ist Prokura ertheilt worden.
Canton, den 18. December 1904.
173 DER KAISERLICH DEUTSCHE KONSUL SUR No. 10 or 1904.

IN THE HIGH COURT OF JUDICATURE AT FORT WILLIAM IN BENGAL MATRIMONIAL JURISDICTION.

ADA JENKINS residing at No. 63, Ripon Street in the Town of Calcutta, Petitioner.

WILLIAM WALTER JENKINS who last resided at the Sailors Home in Strand Road in the Town of Calcutta and whose present address is unknown Master Mariner, Respondent.

TO WILLIAM WALTER JENKINS the Respondent abovementioned.

Whereas ADA JENKINS the Petitioner abov-named claiming to have been lawfully married to you the said Respondent has filed her Petition in this Court wherein she alleges that you the said Respondent have cruelly treated her and have committed adultery with a woman of the town whose name is unknown to the petitioner and pray for dissolution of the said marriage for custody of the child and for costs of suit and for such further and other relief as the Court may direct. You are hereby summoned to appear before this Court at or before the expiration of 3 calendar months from the latest date of publication of this notice in the following newspapers that is to say the "Shipping and Mercantile Gazette and Lloyd's List" published in London and in the "HONGKONG DAILY PRESS" published at Hongkong and in the "Calcutta Exchange Gazette" at the hour of Eleven o'clock in the forenoon of the day immediately following expiration of each time in person then and there to make answer to the said Petition and you must be prepared to produce all your witnesses on that day. And you are hereby required to take notice that in default of your appearance on the day before mentioned the matter of the said Petition will be heard and determined in your absence and you will bring with you any document on which you intend to rely in support of your defence.

Dated the 8th day of December, 1904.

LESLIE & HINDS,
Petitioners' Attorneys.

W. R. FINK,
Registrar.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

MONDAY,

the 9th JANUARY, 1905, at 245 P.M., at

No. 8, CAMERON TERRACE, Kowloon.

A QUANTITY OF

HOUSEHOLD FURNITURE

(Particulars from Catalogue).

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 6th January, 1905. 175

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DENBIGHSHIRE."

Captain W. A. Evans will be despatched for the above ports on or about SATURDAY, the 14th inst.

This steamer has superior accommodation for passengers.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., Agents.

Hongkong, 6th January, 1905. 177

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

THE Steamship

"CROYDON."

will be despatched for the above port on or about SATURDAY, the 14th inst.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 6th January, 1905. 178

NEW ADVERTISEMENTS

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.

THE Company's Steamship

"HAICHING."

Captain Hodgins will be despatched for the above ports TO-MORROW, the 7th inst., at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIA & CO., General Managers.

Hongkong, 6th January, 1905. 176

INTIMATIONS

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT

BY THE BAND OF

H. I. G. M. S. "FUERST

BISMARCK."

MONDAY, 9th JANUARY, AT 9 P.M.

Booking at the ROBINSON PIANO COMPANY, LTD.

PROGRAMME.

Part I.

1.—Ouverture... "La Puppe de Nuremberg" ... Adam.

2.—Dance of Bajadores ... "Feramor" ... Rubinstein.

3.—Zug der Frauen... "Lohengrin" ... Wagner.

4.—Entree-act... "Pfeiferkönig" ... Mansfeld.

5.—Flirtation, String-Quartett... Stein.

6.—Fantasia... "Margaretha" ... Gounod.

Part II.

7.—Overture... "Mignon" ... Thomas.

8.—Pebillage ... "Leopold" ... Gilliat.

9.—Blumenquartett... "Die Zwerge" ... Blon.

(String-Quartett).

10.—Grand Fantasie... "Walküre" ... Wagner.

11.—Highland Laddies" and "British Grenadiers". Two old English marches.

Hongkong, 4th January, 1905. 175

NOTICE TO CONSIGNEES.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 5th January, 1905. 177

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Options of Cargo will be forwarded unless notice to the contrary is given before 1 o'clock this Afternoon, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 11th inst., at 9 A.M.

All Claims must reach us before the 16th January, 1905, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 5th January, 1905. 178

HONGKONG JOCKEY CLUB.

NOTICE.

THE date of the Closing of Entries for the

FORTHCOMING RACE MEETING

is POSTPONED until SATURDAY, the

14th January, 1905.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 30th December, 1904. 179

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and

MEXICAN DOLLARS, current in this

Colony, in Exchange for Sterling Bills drawn

at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 9th January, 1905.

The Tenders to state the total amount in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the Chief PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Form of Tender can be had on application.

F. H. GAYNES,

H.M. Treasury Chest Officer.

His Majesty's Treasury Office,

Fletcher Street.

Hongkong, 5th January, 1905. 179

GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the MILITARY AUTHORITIES that

GUN PRACTICE will be carried out as

under:

Pinewood Battery on 9th and 11th Janu-

ary, 1905, in a North-Western direction,

at ranges from 2,000 to 6,000 yards.

Saiwan and Pak-sha-wan Batteries on 13th

January, 1905, in direction of the en-

trance to Junk Bay, at ranges from 2,000

to 6,000 yards, and 600 to 4,000 yards,

respectively;

If the weather is unfavourable on either of

the above dates, practice will take place on the following day.

Practice will commence on 9th and 11th at

9 A.M., and on 13th at 9.30 A.M., and finish at

11 A.M. if the range is clear. Practice from

Pak-sha-wan will commence on the conclusion

of that from Saiwan.

All ships, junks and other vessels are to keep

clear of the range.

L. BARNES LAWRENCE, Captain, R.N.

Harbour Master, &

GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

HONGKONG.

CLARETS.

VIN ORDINAIRE, MEDOC, ST. EMILION ...	Per Cans Quarts \$ 6.00
MARGAUX ST. JULIEN, ST. ESTEPHE	8.50
CHATEAU LEOVILLE	13.30
CHATEAU LAROSE	14.40
MARGAUX SUPERIEUR	14.40
CHATEAU PONTEL CANET	27.00
CHATEAU LAROSE SUPERIEUR	40.50
CHATEAU MOUTON ROTHSCHILD	45.00
CHATEAU LAFITE	45.00
SPECIALLY RECOMMENDED:	
CHATEAU LA TOUR MARCEAU	9.00
(A Fine F' Flavoured Claret).	
CHATEAU HAUT VIGNEAU	18.00
(A Splendid after Dinner Wine).	

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Firms.

45-6

TO LET.

TO LET.

A T East Point, a NEW BRICK-BUILT TWO STORED GODOWN with Water Frontage.

Apply to— JARDINE, MATHESON & CO., Hongkong, 26th November, 1904. [88]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late Blackhead & Co. and Shaw, Tones & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to— CHUNG SHUN KOO, 12 & 14, Queen's Road Central, Hongkong, 24th December, 1904. [92]

TO LET.

E YRIE Unfurnished, to Let in about 2 months. Newly repaired. Painted and Colourwashed.

No. 7, BELLIOS TERRACE, 1st Row, No. 21, 3rd Row, Nos. 11 & 14, 2nd Row, BEACONSFIELD ARCADE, No. 14, 1st Floor.

BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

Apply to— LINSTEAD & DAVIS, Hongkong, 12th December, 1904. [90]

TO LET.

ONE FURNISHED BEDROOM, in Des Voeux Road, Central position, Light and airy. Or can be let as an Office.

Apply to— Cars of Daily Press Office, Hongkong, 31st December, 1904. [95]

TO LET.

N O. 1, RIPPON TERRACE. A HOUSE in WONG-NEILCHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLACK PIER). GODOWNS, PRAYA EAST.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 29th June, 1904. [81]

TO LET.

T HREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to— HUMPHREYS' ESTATE & FINANCE CO., LTD., Hongkong, 21st June, 1904. [61]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 22nd November, 1904. [83]

TO LET.

T WO ROOMS, with Verandah and Bath Rooms, on the 1st Floor of College Chambers (No. 31, Wyndham Street).

Apply to— DAVID SASSOON & CO., LTD., Hongkong, 30th December, 1904. [302]

TO LET.

G ODOWNS No. 100 and 101, Praya East, with Water Frontage.

Apply to— VICTORIA BUILDINGS, Hongkong, 29th December, 1904. [94]

TO LET.

O NE LARGE GODOWN, No. 112A, Praya East. Possession from 1st January, 1905.

Apply to— D. DORABJEE, King Edward Hotel, Hongkong, 25th December, 1904. [89]

TO LET.

3 RD FLOOR, suitable for Office.

Apply to— WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd June, 1904. [91]

VLADIVOSTOK JUDGMENTS REVERSED.

The "Times" St. Petersburg correspondent wrote on Dec. 3rd:—

The Supreme Prize Court to-day heard the appeal of the owners of the German steamer *Thea*, which was sunk by the Vladivostok squadron in July last. The Vladivostok Prize Court afterwards deciding that the cargo was contraband and that the sinking of the vessel in the circumstances was justified. The Court to-day decided that the sinking of the steamer was unjustified and reversed the finding of the Vladivostok tribunal. Inasmuch as no appeal was filed regarding the cargo, the Vladivostok judgment on that point will stand. The owners of the *Thea* will in due course present a claim for £3,500 in damages.

The Court to-day also gave its decision in the appeal lodged by Messrs. Dodwell and Co., the owners of 5,000 sacks of flour confiscated with other portions of the cargo of the *Arabia*, which was seized and taken into Vladivostok in July last, the steamer herself being subsequently released. This appeal was also upheld. It was informed in Germany that the cargo consisted of fish manure and fish oil, and the vessel was examined so perfumely that there was no time or opportunity to remove the misunderstanding that evidently arose. The hold was not even searched, in consequence he called the Court's attention to the fact that the Vladivostok Court ignored the accusation that the *Thea* was carrying contraband, finding that she was sunk because she was carrying on coasting trade in Japan and because she was chartered by a Japanese company. It was these two facts, the judgment of the Vladivostok Court, that deprived the ship of her neutral character.

The Naval Prosecutor admitted the owners' contentions, and said that the whole affair was of absolute and conditional contraband. Notwithstanding the recent declarations of the Russian Government recognizing a distinction between the heads, doubts were expressed as to whether the supreme Naval Prize Court would regard such decision as retro-active.

The case for Messrs. Dodwell was able presented by Mr. Sheftel, the eminent counsel. He described the circumstances in which the 5,000 sacks of flour were shipped on the *Arabia* from Portland, Oregon, and consigned to Messrs. Dodwell at Kobe. The Portland Mills Company had telegraphed to Messrs. Dodwell, offering them 10,000 sacks of flour to be shipped last June at 3.40 Mexican dollars a sack. Messrs. Dodwell agreed by telegram to take 5,000 sacks at this price. The agreement was subsequently confirmed by letter. The *Arabia*, which had been chartered by the Portland Asiatic Company from the Hamburg-American Steamship Line, sailed from Portland on July 2, and three weeks later was captured in the Pacific Ocean between 90 and 10° miles from Yokohama by the Vladivostok squadron. Mr. Sheftel said that the question for the Court to decide was whether the cargo seized on the *Arabia* was to be considered as having a neutral or enemy's destination.

In support of the first presumption he pleaded first that Messrs. Dodwell and Co. were an English company established in London and engaged in commercial relations with Japan, in which country, as well as in China and other parts of the world, the firm was represented by branches; and, secondly, that the cargo conveyed was not destined for the Japanese Government, or for the use of the armed forces of Japan, but for the general trade requirements of a neutral firm, and its commerce with a peaceful population. He submitted a series of letters exchanged between the Portland Mills Company and Messrs. Dodwell during the period 1901-1904 showing that long before the present war the two companies had been in constant business relationship, and that, at certain periods of the year, the Portland Mills Company had forwarded consignments of flour to Messrs. Dodwell at Yokohama or Kobe. The flour seized on the *Arabia* was of the Pagoda brand, which had frequently figured in previous shipments of the Portland Company to Messrs. Dodwell. A telegram had been received from the British Vice-Consul at Kobe certifying that Messrs. Dodwell carried on a regular trade in flour at that place and that the 5,000 sacks of Pagoda flour were the property of the firm, and intended for the use of local bakers.

Mr. Sheftel contended that the above facts amply proved the neutral and peaceful destination of the cargo, which was consequently not liable to confiscation. According to the principles of modern international law, he proceeded, the only restrictions imposed on neutral vessels in time of war were for contraband goods, or in the case of blockade. Absolute contraband included everything directly designed for the use of the armed forces of the enemy, such as arms, ammunition, and military accessories of all kinds.

Articles of dual use—i.e., which might be equally employed for peaceful or warlike purposes, such as machinery, coal, clothing, and provisions—were also contraband if directly conveyed for the use of the enemy's army and fleet.

The Russian regulations regarding contraband published on May 28 declared that neutral cargoes consigned to the enemy, or indirectly designed for his use, were open to confiscation. Inasmuch as the freedom of commerce constituted the rule in international relations, allowing exception only in the case of contraband, the deduction could be made that when a ship's papers showed that her cargo was consigned to a private person or firm, such cargo was exempt from confiscation. The owner was naturally required to give satisfactory proof of the destination of the cargo, and the conditions under which it was shipped. No further guarantee could, however, be demanded from him.

Mr. Sheftel held that the term "enemy destination" implied the armed forces of the belligerent. Russia was not waging the present war against the peaceful population of Japan, but against the forces directed by the Japanese Government. He referred to Article 12 of the Russian regulations relating to naval captures setting forth that neutral cargoes were open to seizure if they represented contraband conveyed to the enemy, or an enemy port, and submitted that by no process of deduction could the cargo be exempt from confiscation. The owner was naturally required to give satisfactory proof of the destination of the cargo, and the conditions under which it was shipped. No further guarantee could, however, be demanded from him.

The Public Prosecutor at Vladivostok had cited the naval instructions of September 20, 1900, as laying down that the term "enemy destination" indicated the enemy's fleet, an enemy port, or even a neutral port. These instructions, Mr. Sheftel argued, related to absolute contraband, and could not be reconciled with the principle of conditional contraband established in the Russian regulations of February, 1904. Counsel refuted the Public Prosecutor's contention that a neutral firm could be regarded as an enemy on the ground of its owning branches in an "enemy country."

If this were admitted, neutral commerce with an enemy country would not only be vitally hampered, but Article 4 of the Russian regulations of February 14, 1904, guaranteeing to neutrals the liberty of legal commerce would be rendered null and void.

LATER. The Court which heard the *Thea* and *Arabia* appeals was the Admiralty Council sitting as a Supreme Naval Prize Court, and was constituted in the same way as when it heard the cases of the *Albatross* and *Cheltenham*, with the exception that Admiral Pilkin presided for the hearing of the *Thea* appeal and Admiral Kaznakoff when the case of the *Arabia* was heard.

The appeal in the case of the *Thea* was lodged by the captain, who represented the owners, Messrs. Dietrichsen and Co., of Kiel, from whom Messrs. Samuel, Samuel and Co. had chartered the steamer, subsequently sub-chartering her to a Japanese company. When the

vessel was sunk off the Japanese coast he was under the German flag, and M. Nicholas Garke, the counsel representing the captain, maintained that the vessel was never in the legal possession of the Japanese, but had continued in possession of the captain on behalf of the owners. He also pointed out that the treaty between Germany and Japan of April, 1896, authorized German ships to engage in the coasting trade of Japan. The Russian Admiral, in his official report, declared that he sunk the *Thea* because she was carrying contraband—namely, fish and fish oil. M. Gerke declared that the officer who was sent on board was informed in German that the cargo consisted of fish manure and fish oil, and the vessel was examined so perfumely that there was no time or opportunity to remove the misunderstanding that evidently arose. The hold was not even searched,

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [18]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1898. £16,888.650.

I. AUTHORIZED CAPITAL... £30,000,000.

SUBSCRIBED CAPITAL..... 2,750,000.

PAID-UP CAPITAL..... 687,500 0 6

II. FIRE FUNDS..... 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th June, 1904. [1898]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

CONSEQUENT on the Closing of the Firm of Messrs. TURNER & CO., the undersigned have been appointed AGENTS for the above named Company, and are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd Januarv, 1904. [132]

THE H.A.L. Steamship

"ARCADIA."

Captain Fürck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY, the 2nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd January, 1905. [136]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PRIAM."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 9th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

H

SHIPPING.

ARRIVALS.

ANAPA, British str., 225, J. M. Williamson, 5th Jan., Philadelphia 5th Nov., Purcell Oil.—Standard Oil Co.
BAYERN, German str., 3128, H. Formes, 4th Jan., Bremen, 23rd December, Mails and General—Melchers & Co.
BENI M. NO., British str., 1,752, D. Clark, 5th January—Shanghai 2nd January, General—Gibb, Livingston & Co.
CARL DIEDERICHSEN, German str., 774, H. Schlaikier, 4th Jan., Haiphong 2nd Jan., General—Jensen & Co.
CLARA JESEN, German str., 1,103, J. Bendixen, 4th Jan., Chinkiang 31st December, Grounds and Oil—Jensen & Co.
HAILOONG, British str., 783, W. C. Passmore, 5th January—Tamsui, Amoy and Swatow 4th January, General—Douglas Lapnick & Co.
HANOI, French str., 739, P. Merle, 5th Jan., Haiphong and Hoitow 4th Jan., General—A. R. Marty.
HELENE, German str., 774, Jensen, 4th Jan., Swatow 3rd Jan., General—Jensen & Co.
LEXINGTON, British str., 2,853, Tate, 5th Jan., Cardiff 7th Nov., and Singapore 25th Dec., Coal—Arnold, Kortright & Co.
M. STEUVE, German str., 966, P. Brandt, 5th January—Tamsui, Amoy and Swatow 4th January, General—Osaka Shosen Kaisha.
TERMONT, Amer. str., 6,195, T. S. Garlick, 5th January—Shanghai 2nd Jan., General—Dowdell & Co.
UNDA, Norwegian str., 879, G. Gabrielsen, 5th January—Moji 29th Dec., Coal—Order.
WILLIAM, German str., 3,012, B. Zurkow, 5th Jan., Kobe 31st Dec., General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5th January.
Apennade, German str., for Haiphong.
Cheangshe, British str., for Amoy.
Clara Jensen, German str., for Canton.
Lettington, French str., for Shanghai.
Taiyuan, British str., for Kobe.

DEPARTURES.

5th January.
ANDEE RICKMERS, German str., for Bangkok.
ARCAIA, British str., for Shanghai.
ARDVOA, British str., for Kobe.
HANYANG, British str., for Shanghai.
KWEITUNG, British str., for Canton.
LAISANG, British str., for Calcutta.
LINAN, British str., for Shanghai.
MOYUNE, British str., for Sourabaya.
THESSIS, British cruiser, for Singapore.

VESSELS IN DOCK.

5th January.
ABERDEEN DOCKS—Pitmanulok.
HOWLOWN DOCKS—U.S.S. Fathomer, Agincourt, Huc, Indavelli, U.S.S. Seaward, Shunice, Nanning, Asco.
COSMOPOLITAN DOCK—Haiching, Proteus.

VESSELS PASSED ANJER.

Dec. 14, Dutch str., Goetoor, Le Clerc, 14, from Batavia for Rotterdam.
Dec. 15, Nov. str., Astor, Birken, Dec. 5, from Singapore for Mauritius.
Dec. 15, British str., Islander, Wright, Dec. 13, from Singapor for Christmas Island.
Dec. 16, French bte., Jane Gaillon, LePrivent, Aug. 26, from Philadelphia for Saigon.
Dec. 16, Nov. str., Fri. Anderson, Oct. 16, from New York for Anjer.
Dec. 16, British ship, Soient Mungo, Buchan, Aug. 17, from New York for Anjer.
Dec. 19, Dutch str., Gede, Begchus, Nov. 12, from Rotterdam for Batavia.
Dec. 20, Nov. str., Francis Hagerup, Torgensen, Nov. 3, from Table Bay for Anjer.
Dec. 20, British str., Irycone, Fippe, Dec. 18, from Singapore.
Dec. 21, German str., Offenbach, Schmidt, Oct. 1, from Hamburg via Australia, for Batavia.
Dec. 21, British str., Chingko, Parkinsen, Dec. 20, from Samarang.
Dec. 21, Dutch str., Bezeeki, Boon, Nov. 14, from Rotterdam for Batavia.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.—
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Steamship

"BAYERN,"
OF THE NORDDEUTSCHE LLOYD,
Captain Formes, will leave for the above places
TO-DAY, the 6th inst., at 9 A.M.
NORDDEUTSCHER LLOYD,
For Further Particulars apply to
MELCHERS & CO.,
Agents.
Hongkong, 5th January, 1905.

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.
JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE, SYDNEY AND EV.
MELBOURNE, VIA NEW GUINEA.

THE Steamship

"WILLEHAD,"

Captain Zurbonen, will be ready to load for
the above places TO-DAY, the 6th inst.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 3rd January, 1905.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

THE Company's Steamship

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA"

Captain Pearson, will be despatched as above
on TUESDAY, the 10th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 4th January, 1905.

NIPPON YUSEN KAISHA.

FOR MARSEILLES, LONDON AND
ANTWERP, VIA SINGAPORE PENANG,
COLOMBO AND PORT SAID.

THE China Mutual Steamship

"KINTUCK."

Captain Terrible, will be despatched as above
on WEDNESDAY, the 11th inst., at DAYLIGHT.

For Freight, apply to

A. S. MIHARA,
Agent.

Hongkong, 4th January, 1905.

NOT RESPONSIBLE FOR DEBITS

NEITHER the Captain, the Agents nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

ACME, American 4-m. ship, McLellan—Stan-

dard Old Co.

E. SPICER, British ship, Geo. T. Hay—ARN-

HOLD, KARBERG & CO.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRA-
NEAN AND BLACK SEA
PORTS.

THE Steamship

"DUMBEA"

Captain Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 10th
January, 1905, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked, for principal places in
Europe.

Next sailings will be as follows:

S.S. "AUSTRALIEN" ... 24th January.

S.S. "ERNEST SIMONS" ... 7th February.

S.S. "POLYNESIEN" ... 21st February.

L. BRIDOU,

Acting Agent.

Hongkong, 28th December, 1904.

[2]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
etc.)

THE Steamship

"AUSTRALIAN"

Captain Schwab, will be despatched for the
above ports on WEDNESDAY, the 11th
January, at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th December, 1904.

[10]

NAVIGAZIONE GENERALE
ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR ROMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Stea-
mers to AEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and GENOA,
also VENICE and TRIESTE, all MEDIT-
TERANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN Ports up to CALLO.
(Taking Cargo through rates to PERSTAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALMERIA and
MALAGA.)

THE Steamship

"ISCHIA"

Captain Magnuzini, will be despatched as above
on FRIDAY, the 13th January, at NOON.

At Bombay the Steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 30th December, 1904.

[4]

STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABA-
COAST).

THE Steamship

"SENECA"

will be despatched as above on or about the
25th January, 1905, instead of as previously
advertised.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 13th December, 1904.

[289]

HONGKONG-MACAO LINE.

"WING CHAI"

Captain T. Austin, R.N.E.,
THIS Steamer departs from Hongkong, on
Week Days, at 8 A.M.; and on Sundays,
at 8.30 A.M.; Departs from Macao on Week Days
about 2.30 P.M. and on Sundays at 6.30 P.M.

Fares—(week days) 1st Class (including cabin
and servant), Single \$3, Return Ticket \$5.
2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be on Excursion, at the
following rates:

1st and 2nd Class, Single Ticket \$1, Return
50 cents, Steerage 10 cents.

Tiffin and Dinner can be supplied either on-
board, or at the Macao Hotel, for returning
Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a
Private Cabin, which has accommodation for
two or more Passengers, will be charged \$3:
extra.

First Class Passengers who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on produc-
tion of the Return Half Ticket. Should the
Steamer not run on the Monday, owing to the
Boiler cleaning, due notice will be given by the
Captain, and the Half-ticket will be available
for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 7th October, 1904.

[21]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C. and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES and
CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
as hitherto by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904.

[60]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.

C

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"RAYCASTLE"	On 3rd January.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 6th January.
GLASGOW and LIVERPOOL...	"AJAX"	On 16th January.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 24th January.
GLASGOW and LIVERPOOL...	"PAKLING"	On 25th January.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 26th January.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 31st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TYDEUS"	On 27th January.
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 30th December, 1904.

[9.10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUPEH"	On 6th January.
SHANGHAI	"PAOTING"	On 6th January.
NINGPO and SHANGHAI	"KWELIN"	On 6th January.
SHANGHAI	"WUHU"	On 7th January.
MANILA	"TEAN"	On 10th January.
CEBU and ILOILO	"KAIFONG"	On 11th January.

PORT DARWIN THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th January, 1905.

[11]

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ PALMA G.W.Cockman, E.N.E. } About 12th January	{ Freight only. }	
LONDON, &c.	{ MALTA R. A. Peters } Noon, 14th January	{ See Special Advertisement. }	
SHANGHAI	{ SIMLA F. R. Summers } About 14th January	{ Freight and Passage. }	

MARSEILLE, LONDON and ANTWERP Direct via PALAWAN J. D. Andrews, E.N.E. About 18th January Freight and Passage. COLOMBO and PORT SAIGON.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th December, 1904.

[12]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 7th Jan., 10 A.M.
KUBI	2540	R. W. Almond	Manila.	Sat., 14th Jan., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th December, 1904.

[16]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN" Captain J. C. Williamson.
S.S. "SOFALA" Captain G. A. Shepherd.
S.S. "INDRASHAMA" Captain B. P. Craven.
S.S. "INDRAVELLI" Captain S. Cullington.
S.S. "COURTFIELD" Captain J. W. Martin.
S.S. "SWANLEY" Captain J. P. Dawson.
S.S. "CRANLEY" Captain W. E. Steele.
S.S. "IKBAL" Captain M. Robertson.
S.S. "ASCOT" Captain C. E. Cox.
S.S. "INKUM" Captain E. S. Pease.
S.S. "SIKH" Captain J. Rowley.
S.S. "SEALDA" Captain G. Brown.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 30th December, 1904.

[19]

PROPOSED SAILINGS FROM HONGKONG SHI AND INLAND SEA OF JAPAN, MON, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE STEAMSHIP.

PORTLAND & ASIATIC STEAMSHIP CO.

OPERATING IN CONNECTION WITH THE STEAMSHIP.

PORTLAND, OREGON

OREGON RAILROAD & NAVIGATION CO.

THROUGH BILLS OF LADING ISSUED TO PACIFIC COAST POINTS AND ALL EASTERN, CANADIAN AND UNITED STATES PORTS. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th December, 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,376, H. T. Worshop, Hainan Island 1st Oct.—Gilmour & Co.

ALGOA, British str., 4,897, A. Zeeder, 3rd Jan.—San Francisco 31st Oct. and Moji 29th Dec., General and Conl.—P. M. S. S. Co.

AMARA, British str., 1,566, C. J. Matteo, 1st Jan.—Hongkong 29th December, Coal—Jardine, Matheson & Co.

ANPING, Chinese str., 1,159, Blethen, 4th January.—Canton 3rd Jan., General.—Chinese.

APENRADE, German str., 611, Draguhn, 3rd January.—Haiphong 1st January, Rice—Jebson & Co.

ASCOT, British str., 2,785, C. E. Cox, 28th December.—Mororan 17th December, Coal—Doddwell & Co., Ltd.

CATHERINE APAC, British str., 1,730, A. Stewart, Calcutta 17th Dec., Peung 24th and Singapore 27th Dec., General—David Sasoon & Co.

CHEANGCHEW, British str., 1,213, J. Harrison, 2nd Jan.—Singapore 24th Dec., General.—China.

CHINA, Austrian str., 2,720, Tomonovich, 29th Dec.—but back from Lumumba Island 28th Dec., General.—Sandor, Wieler & Co.

CHIYUEN, Chinese str., 1,177, Charles Stewart, 23rd Dec.—Shanghai 20th Dec., General.—Chinese.

COPIRE, German str., 611, Draguhn, 3rd January.—Haiphong 1st January, Rice—Jebson & Co.

ALACEITY, British despatch-boat, 1,700, Comdr. R. M. Harbard.

ALBION, H.M. battleship, 12,950, Fromantio.

ALGERINE, British sloop, 1,050, Rowland Nugent.

BRITOMART, British gunboat, 710, Comdr. T. D. Pratt.

CENTURION, British battleship, 10,590, F. F. Fegen.

CHERUB, water tank and tug.

GLORY, British battleship, 13,900, Hon. W. G. Stopford.

HANDY, torpedo boat destroyer.

HOGUE, British cruiser, 12,000, Shortland.

HUMBER, British storeship, 1,400, P. M. Riadore.

IPMIGENIA, British cruiser, 3,600, Fawcett.

OCEAN, British battleship, 12,950, T. Y. Great.

OTTIE, torpedo boat destroyer, Lieut. E. H. Bellicos.

PHENIX, British sloop, 950, John Nicholas.

ROSARIO, British sloop, 960, Virian.

TAKI, British destroyer, 250, Crawford.

TAMAR, receiving ship, Commodore C. G. Dickson.

TWEEZER, British gunboat, 362, R. H. Keate.

VIKING, torpedo-boat destroyer.

WATERWITCH, British surveying-ship, 630, Comdr. R. C. Hardy.

FOREIGN WARSHIPS.

ADAMASTOR, Portuguese cruiser, 1,960, Ribeiro.

CALLAO, U.S. gunboat, 235, Lieut. Dismaker.

DIU, Portuguese gunboat, 750, H. M. Contiolo.

FURST BIRNICK, German cruiser, 11,000, Prowe.

GENERAL ALAVA, American transport, Captain Whitton.

KAISERIN ELI-ABETH, Austrian cruiser, 4,000, Mire.

EMPEROR OF CHINA, British str., 3,046, E. Baethen, R.N.R., 29th Dec., Vancouver (B.C.) 29th Nov. and Shanghai 18th Dec., Maits & Co.

HACHING, British str., 1,267, A. E. Hodges, 31st December.—Swatow 30th December, General.—Douglas Lapraik & Co.

HANGANG, British str., 1,356, Wilds, 4th January.—Canton 3rd January, General.—Jardine, Matheson & Co.

HONGKONG, French str., 750, H. Suzoni, 3rd Jan.—Haiphong and Hanoi 2nd Jan., General.—A. R. Mart.</

POST OFFICE NOTICES

MAILS WILL CLOSE

FOR

F.R.B.

DATE

JOINT STOCK SHARES.

Hongkong, 5th January.

VISITORS AT HOTELS

HONGKONG HOTEL

Canton		
Macao		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA HONOLULU AND SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Korea		
Macao		
Shanghai		
Ningpo and Shanghai		
Samarang and Sourabaya		
Kudat and Sandakan		
Namias		
Sanbo		
Kongmaon, Kuching, Samshui, Shiuhsing, Takking and Wuchow		
Canton		
Wingchau		
Guangzhou		
Huayeh		
Kweilin		
Pulus		
Mansang		
Taihau		
Hoifoo		
Manila		
Friedrich Wilhelmshafen, Herbertshohe, Matapi, Brisbane and Sydney		
Macao		
Swatow and Amoy		
Shanghai		
Namias		
Sambo		
Canton		
Moji, Kobe, Yokohama and Portland Or.		
Amoy, Straits and Rangoon		
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila		
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid and Perth		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		

TO-MORROW.

Sale, Japanese Curios, Sales Rooms, Mr. V. I. Remedios, 2:30 p.m.
Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lamont, 2:30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

5th January

ON LONDON.	1/14
Telegraphic Transfer	1/14
Bank Bills, on demand	1/14
Bank Bills, at 30 days' sight	1/14
Bank Bills, at 4 months' sight	1/14
Credits, at 4 months' sight	1/14
Documentary Bills, 4 months' sight	1/14
ON PARIS.	1/14
Bank Bills, on demand	246
Credits, at 4 months' sight	350
ON GERMANY.	200
On demand	200
ON NEW YORK.	475
Bank Bills, on demand	475
Credits, 60 days' sight	488
ON BOMBAY.	146
Telegraphic Transfer	146
Bank, on demand	146
ON CALCUTTA.	146
Telegraphic Transfer	146
Bank, on demand	146
ON SHANGHAI.	71
Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA.	94
On demand	94
ON MANILA.	11 p.c. pm.
On demand	117
ON SINGAPORE.	On demand
On demand	1 p.c. pm.
ON BATAVIA.	On demand
On demand	1 p.c. pm.
ON HAIPHONG.	Par
ON SAIGON.	On demand
On demand	604
ON BANGKOK.	On demand
On demand	810.10
GOVERNMENT, Bank's Buying Rate	810.10
GOLD LEAF, 100 fine per tael	353.40
BAR SILVER, per oz.	28.5
OPIUM.	27th December.
Quotations are— Allow 10% net to 1 catty.	
Malwa New	\$1070 to \$1090 per picul.
Malwa Old	\$1140 to \$1160
Malwa Older	\$1280 to \$1270
Malwa V. Old	\$1250 to \$1270
Persian fine quality	\$870 to —
Persian extra fine	\$900 to —
Petra New	\$1150 to — per chest.
Petra Old	\$— to —
Banars New	\$1105 to —
Banars Old	\$— to —
VESSELS EXPECTED.	
The O. & C. steamer <i>Guelic</i> , from San Francisco to the 13th Dec via Honolulu, left Yokohama for this port via Kobe, &c., on the 5th Jan. 5m.	
The P. M. steamer <i>Siberia</i> , from San Francisco to the 17th Dec via Honolulu, leaves Yokohama for this port on the 6th Jan. a.m., via Kobe, &c., and is due here on the 14th Jan.	
THE FRENCH MAIL.	
The M. M. steamer <i>Armen</i> left Singapore on the 5th Jan. at 3 p.m., for this port via	
THE CANADIAN MAIL.	
The C.P.R. steamer <i>Empress of India</i> left Vancouver on Monday, the 26th Dec., p.m., for Hongkong via the usual ports of call.	
RECENT STEAMERS.	
The O.S.S. & C.M. steamer <i>Claucus</i> left Singapore on the 31st Dec., p.m., and is due here to-day.	
The Mogul Line steamer <i>Oro</i> left Singapore on the 31st Dec., and is due here to-day.	
The Indo-China steamer <i>Namsang</i> , from Calcutta and the Straits, left Singapore for this port on the 3rd Jan. at 5 p.m.	
The C.P.R. steamer <i>Tarant</i> arrived at Nagasaki at 1:30 p.m. on Wednesday, the 4th Jan., and left again at 7 p.m. same day for Shanghai where she is due to arrive at 10 p.m. on Sunday, the 8th Jan.	
The J.C.J. Linen steamer <i>Tijitlap</i> left Macassar for this port on the 2nd Jan., and is due here on the 10th Jan.	

PASSENGERS ARRIVED.

For *Horizon*, from Swatow, &c., Mr. and Mrs. Hastings, Mr. Focken, Rev. Father Farve.Per *Bayern*, for Hongkong, from Southampton, Miss Ellis Young, Capt. L. W. Evans, Miss Maugreter, and Mr. Dinen, from Gibraltar.

Judge Al. de Magalhaes, Mr. and Mrs. Otto Schulte, from Genoa, Mr. M. Hoels her, Mr. and Mrs. Brewitt and child, and Mr. E. M. C. Sprungli; from Naples, Miss Nina Beath, from Colombo, Mr. and Miss Comar, from Singapore, Mr. and Mrs. Loewenthal, Messrs. Rehman, and A. Cumming; in transit from Bremen, &c., Mr. Ernst Altman, Mr. and Mrs. A. H. Araszu and child, Messrs. August Auer, Ball, Mr. and Mrs. Paul Bawitz, Mr. Ernst Bawitz, Miss Bellin, Mrs. Brooks, Mrs. Grafen de Boiserset and children, Capt. Robt. S. Bainbridge, Messrs. W. J. Burck, Hermann Bundt, P. van der Beck, E. S. Burgh, Misses Crewewell and M. Crosswell, Mr. Alfred Dickinson, Mrs. Dean, Messrs. Hofrat Dobrikow, Leon Daniels, E. van Engel, Franz Ebenbusch, Foremen, Miss S. Fukuzawa, Messrs. Julius Freese, W. K. Gibbons, M. H. Graham, Mrs. Hedwig Gerde, Misses D. and G. Gibbons, Mr. H. Hanbury, Miss Haines, Viscountess Hayashi, Miss Hisada, Messrs. van der Houven, Peter Hartwig, C. A. Hoen, Joseph Hellingenstein, J. S. de Haan, Mrs. E. Humme, Messrs. W. E. Hoppe, G. H. Huggett, Owen Ilbert, E. S. Jones, Rudolf Jarre, P. C. van Zyl de Jong, Mr. and Mrs. C. Kirke, Miss Annie Kooley, Messrs. Heinrich Kameier, Kind, Consul B. Krause, Mr. Samuel Kanner, and Mr. Franz Koenig, Messrs. Ch. Lacombe, A. W. Lust, W. J. Lamerton, H. M. Maze, Miss Mutschmidt, Mrs. A. A. Marphina and child, Mr. and Mrs. H. Nathans, Mr. Joseph Nathans, Baron Oppenheim, Messrs. F. C. Ponfeld, Bullock, Wilh. Pulssck, Mr. and Mrs. Gustav Philipp, Messrs. David Petersen, M. W. Pett, Dr. and Mrs. A. von Rosborn, Mr. Carl Behrend, Rev. and Mrs. E. B. Losch, Messrs. Hubert, Mrs. W. H. M. Schade, Mr. and Mrs. Schutte, Mr. Carl Sprungli, Prof. Dr. Anton K. Schindler, Mr. Albert Steiner, Mrs. and Miss Spanjard, Mr. J. G. L. ten Siethoff, Mr. and Mrs. J. F. Struy, Misses G. H. and C. E. Struy, Messrs. M. A. E. and P. K. Struy, Mr. and Mrs. H. E. Scheffers and children, Messrs. Verda, A. van der Valk, Mr. and Mrs. Wirts and children, Mr. Carl Wand, Miss Wesselung, Messrs. C. van der Willigen, Harold Weber, T. Yoshii, Miss Isabella Young, Messrs. A. Zweckel, F. Zernichow and Albin Ziegler.

VEENON & SMYTH, Brokers

HONGKONG TIDE TABLE.

From 6th to the 12th January.

LOW WATER.

HIGH WATER.

HONGKONG MEAN TIME.

Height.

Hongkong Mean Time.

Hongkong Height.

Hongkong